

TRIUMPH MAYFLOWER CLUB

AUTUMN ISSUE



(MEMBERSHIP) WORLD WIDE



FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their posts in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that you
choose a reasonable time of day*

FLOWERPOWER

AUTUMN EDITION 1991

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The information contained with Flowerpower is the view of the writer and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure accuracy of the information contained, however, use of such information is entirely at the readers own wish and neither the club nor any individual shall be in any way liable for injury, loss or damage resulting directly or indirectly from the use of such information.

SPRING

SUMMER

AUTUMN

WINTER

FLOWER POWER

EDITORIAL

At last my own car managed the national rally after years of restoration, the insurance came through but I did not have time to take her for an MOT, so we went by trailer. But we did drive around the field & arena to show the flag.

Now the trailer had only been completed some two weeks prior to the adventure, being purpose built for the Mayflower, well constructed & strong, rated at over two tonnes, suitable chains and strainers, winch, in fact, the business.

All went well with frequent stops to check car, trailer and the temperature of the brakes and drums. Following one such stop I had gone but three hundred yards when that feeling of doubt came over me, discretion being the better part of valour, I decided to stop in the next lay-by and make a further check ! ! ! ! ! ! ! ! ! .

If set out with four wheels, why now have I only three ?,

I had felt nothing, the position of the car and the attitude of the trailer had not changed at all and there was no effect on the towing of the trailer. It did not seem to make any difference at all, OK disconnect trailer, lock on its jacks and dispatch wife and number one son back down the highway to look for wheel.

Meantime I removed spare wheel to fit to the trailer, and a short time later wife and son returned with the renegade wheel in custody, it was patiently waiting for them at the side of the road. Luckily the hub cap had stayed in place and the wheel nuts were still safe, so with only slight amount of damage to the threads the wheel was refitted and off we went to arrive without further incident.

Why then had I lost the wheel, the hubs and wheels were the same as those fitted to a mini, I had purchased a new set of nuts for the wheels and checked they were tight. What happened was, that one of the brakes had been rubbing very slightly on the drum, but it did not produce any heat detectable by hand. Slightly raising the temperature of the drum and nuts, the nuts had expanded at a different rate to the wheel bolts and in consequence began to undo, net result wheel lost. My advice to those with a trailer would be to ensure that the nuts you use are original type for the hubs, those I used were of a different type of steel and its this which caused the problem, yet they were new and supplied by a reputable manufacture for use with these hubs.

Whilst I mention Hubs and Hub caps, I now have what I believe the final chapter in the hub-cap saga, the original hub cap fitted to the Mayflower with no badge has a rim shoulder depth of 10/16ths of an inch, the later TR2 type with badge has a rim shoulder depth of .14/16ths.

Here endeth the saga

Editor

NOTE Your editor is moving house please address all correspondence for future issues of Flowerpower to :

Mike Hurst
4 Stane Street
Clothall Common
Baldock
Hertfordshire
SG7 6TS

FLOWER POWER

CHAIRMANS RAMBLINGS & RALLY REPORT

Once more we had a very well attended rally, in total thirteen mayflowers attended as follows:

M1	VVM191	M.Williams	Southend
M2	TSV520	P.Norton	Bromsgrove
M3	RRA371	C.Saxby	Chesterfield
M4	PKK101	J.Gogay	Dartford
M5	NBP550	R.Florence	Burton on Trent
M6	ONN409	J.Oglesby	Doncaster
M7	LUY182	M.Halsall	Salford
M8	YMG356	M.Hurst	Leighton-Buzzard
M9	GAG522	P.Smith	Nottingham
M10	VDV318J	J.Popkiss	Devon
M11	FVL435	D.Lane	Doncaster
M12	KOR985	A.Kormes	Bradford
M12a	439HYO	P.Benfield	Ritchmond. (late arrival not judged)

I would like to thank everyone who attended (with or without cars) and hope you all had a very enjoyable day. Most people I talked to liked Standford Hall as the venue and asked about the same venue for next year, so please do let me have your views.

Most members who recorded their distances travelled, appeared not to have had too long a journey. The greatest distance travelled was made by John Popkiss who logged 222 miles from Devon, the longest journey he has ever undertaken with his Mayflower. Well done John. The second was Peter Benfield at 194 miles, who started out at 6am with his wife Sue form Ritchmond and arrived at 3pm having had recurring fuel problems. This resulted in the reconditioning of the fuel pump at the roadside, sorry you missed most of the rally.

The Results of the self Judging

Fred Oglesby concours award.	1st M2 P.Norton	TSV520
	2nd M5 R.Florence	NBP550
	3rd M4 J.Gogay	PKK101
Distance award	M10 J.Popkiss	VDV318J
Lady Wheeler rose bowl	M6 Miss TJ.Hollingsworth	ONN409
TMC achievement shield	Peter Benfield	

It is several year since the Wheeler rose bowl was presented, but this year Tracy did polish the car and drive all the way from Doncaster to the rally (I was too ill) so, fiancee or not I thought she deserved it. (nominations for new chairman on a postcard please !!!)

NEW SPARES PRICE LIST

October 1991 Edition

Available from the Spares Secretary - Price 50p (send Stamped addressed envelope)

FLOWER POWER

CHAIRMANS RAMBLINGS & RALLY REPORT

The TMC achievement shield which was pictured on the last edition of Flowerpower was generously presented to the club by Peter Smith to be awarded at the committees discretion. This year it was awarded to Peter Benfield in recognition of his unflagging support and help in locating parts for individual members and lending the club his car for the feature in the Practical Classics magazine. Well done Peter, our thanks also to all members who make an active contribution to the running of the club, without your help we would not exist.

Please remember that the club will need nominations for the following positions at the next AGM, Membership Secretary. Second Hand Spares Manager. Magazine Editor and Treasurer. Please don't get the impression that everyone is deserting the club, these committee members have held their posts for a number of years now and all feel that new ideas would benefit the clubs operation. If you feel that you are able to undertake any of these jobs please volunteer, it is not fair to expect a few members to be saddled with the jobs for life. YOUR CLUB NEEDS YOU !.

Sadly Phill Hall could not attend the rally due to ill health, I visited him in Bristol on Sunday August 4th, two days after his golden wedding anniversary. Ruby and Phill wish to thank members and the committee for all the lovely cards they received, they had a wonderful weekend and happily Phil was in better health.

Tracy and I are getting married on September the 14th, I hope we can make 50 years.

regards to all John O.



Ed's Flower takes a turn around the arena

FLOWER POWER



Various scenes at the rally



FLOWER POWER



Paul Norton with the first prize concours shield



Spares Secretary and Richard Florence alongside their respective Flowers



At last complete and at her first rally

FRONT SHOCK ABSORBERS

Part No: 106151

£18.00 each

FRONT COIL SPRING RUBBER WASHER

Part No: 100751

£2.50 each

Dear Mike - Am I too late with a stop press for the magazine ?. To the committee of the TMC individual committee members Terry, John, Edith & Mike plus Eric Dix, Peter Benfield, Ron Hagger and Peter Burge which also includes their families. My dear wife Ruby and I wish to thank all who contributed with cards, flowers and gifts on the occasion of our golden Wedding Anniversary.

With special thanks to John Oglesby and his fiancee Tracy for making that weekend very special to me. Thanks also to the TROC for cards, especially Tom Robinson and Ed & Daphne.

Phill Hall.

FLOWER POWER

LETTERS

Dear Editor

I have recently sold my Mayflower WHK750 and have a wide variety of spares such as : seats, steering wheel, radiator grill, heater, new handles, new master cylinder plus lots more. Body wise I have the windows, if anyone needs something please give me a ring and I will check. I am not out to make a fortune, just to recoup some of the cost, so I am open to offers.

Yours Sincerely Bob Griffin. 024-541-5123

Woodrising. The Ridge
4 Baddow. Essex. CM3-4RT

Dear Editor

I am writing to you regarding the hubcap emblems.

I have owned a Mayflower for 30 years which was given to me by my father in law, he owned two others one of which had emblems. I purchased yet another Mayflower the following year for parts - it had hubcap emblems, five years later I saw another Mayflower in San Francisco and it too had emblems.

In the past two years (since taking my original Mayflower out of storage) I have tried to locate other Mayflowers for parts, I now own six three right hand drive and three left hand drive. Four are restorable (two of each) and two can barely be called parts, i have either seen personally or by photographs some ten other Mayflowers one of which had emblems. It would seem that 20% of the left hand drives had emblems but none of the right hand drives that I have seen had them.

I hope to be in England next year in spring, by then I will have two of the six autos up and running. I recently purchased a right hand drive which had only 28000 miles, it looked beautiful and was clean inside etc. When I attempted to clean up a sloppy spray job carried out by the previous owner, I found three inches of the body to be riddled with rust !!.

Hope to see you next year.

Peter Panagofacos. member 644
San Fransisco.

.....
Thanks for your letter Peter, I think that with six cars you must hold the owners record for mayflowers, perhaps we should have an award !.
Again there is no direct evidence that left hand drive or export cars were fitted with the badges, the most likely explanation is that they were from the TR2 and added to the Mayflower later. The TR2 was very popular in the States as well as the UK, the shoulder size of the hub cap may give you the answer, assuming that the original flower hub had not been drilled to accept the badge. Do let us know when you are in the country we will be pleased to meet you. ED.

FLOWER POWER

LETTERS

Dear Editor

Firstly what I consider to be a rather rare private sale of three complete Mayflowers in the village of Long Bennington, about 15 miles from where I live.

I only found out about this sale the night before, the information being dropped through my letter box by a friend. I was unable to attend the sale so another friend went along passed the following information to me which may be of interest to members.

The three vehicles had been housed in a dry open shed for a number of years and were in reasonable condition. They were all non-runners without tax or MOT although he was told that one had been running recently. To his surprise all three sold as one lot for £650.00 !!! but he was unable to discover who the purchaser was. I should add that I had in fact heard of the existence of these vehicles but could never discover their location.

Two weeks later in June this year whilst on a caravan weekend in the village of South Wingfield, Derbyshire, I came across another Flower. The field in which we were camped was behind a petrol station and the flower was enclosed in a compound which could only be seen from the caravan site.

The owner informed me that he had owned it for about 20 years, 18 of which it had been garaged, it was his first part exchange deal. Although the bodywork is now beginning to deteriorate it is complete except for the semaphore trafficators, someone has fitted flashing indicators and in so doing altered the rear light housing.

It was first registered in on 26 Jan 1953 as NVO839 (Nottinghamshire) with a commission number of TT26187DL.

The car is for sale and anyone interested should contact Mr Keeton, Birches Land Garage, South Wingfield, Derbyshire. Tel 0773 - 836631 or 832434.

I also have in my possession the body shell of a Flower with the unusual registration number of 1361E. It is almost completely stripped of all parts but may be useful to someone for body panel patterns, the suspension and steering rods are complete as is the rear axle. Some interior panels, seats and window trim are also on the car.

If anyone is interested they can contact me on 0636-821513 evenings or weekends. I do need the whole car removing and you would have to bring a set of wheels, I could however arrange transport if not too far away.

All of the identification numbers had been removed before the car came into my possession and there were no registration documents, I would be interested to discover its origin as the number does not fit the early 1950s. I was also interested to read in the Spring issue of Flowerpower about the Scrooby mayflower trail, Scrooby is less than 15 miles North of my home which is just outside the Bassetlaw area. I would be happy to find out more information for anyone who is interested.

Now may I make a contribution to the saga of the wheel trim centre globes, my father used to own a beautiful light blue Mayflower in the late 50s (NRR149). He used it for his poultry farm and market gardening business at which I used to help out. It was the first car I ever drove and I loved it, the close fitting large front seats minus the floor mounted gear stick were particularly useful for evenings out when I could borrow it for social and pleasure purposes. However this flower had one difference, it had centre globes on the wheel trims.

I am so convinced of this that when I bought my own flower the first thing I noticed was the absence of the centre globes, I then spent months looking for some without success. I know it does not prove they were factory fitted but they were used on the car when we bought it, about 1955 and it was unusual for vehicles to be adapted in those days.

Letters

Continued.

Finally an appeal for help, my own flower FCT999 is very sadly reposing in its garage not having seen the light of day for the past two summers and not attended local rallies. When I bought it in 1988 it had a complete engine overhaul after which it ran beautifully except for a strange tapping noise deep in its bowels. All attempts to locate it by local amateur mechanics (and one or two pros) have failed, but all agree it is not big ends or tappets. It is accompanied by very low oil pressure and only sounds when the engine is warm. When reassemble was complete I discovered a thin shim had been omitted, but I cant locate it in the workshop manual.

The only explanation I can think of is that it may be from the vertical shaft which drives the oil pump and distributor around which the oil is carried to the top of engine. I know it will have to be stripped down again to find the problem but I would be grateful for any advice before I start work again.

Malcolm Butt Member No538.

.....

Thanks for your letter Malcome, we would indeed be interested in any further information on the Mayflower trail, perhaps we may be able to organise a run in 1992.

With regard to the knocking in the engine, difficult to make comment as there are a number of shims which if missing could give you this problem. Can I suggest that you let me have a drawing of the shim, its shape and size may well be the clue to an answer. If anyone has any suggestions please call Malcolm on 0636-821513 evenings or weekends. ED.



Nick's car at the mid point

FLOWER POWER

LETTERS

Dear Mike - A few words to say, what a great time was enjoyed at the national rally this year.

I for one enjoyed meeting old friends and new, sampling the goodwill which only the national rally can provide for our club members. A special mention should be made of Mr J Popkiss. John, who not as young as many of our members drove some two hundred miles from the deep south to attend the rally and then to return the same day.

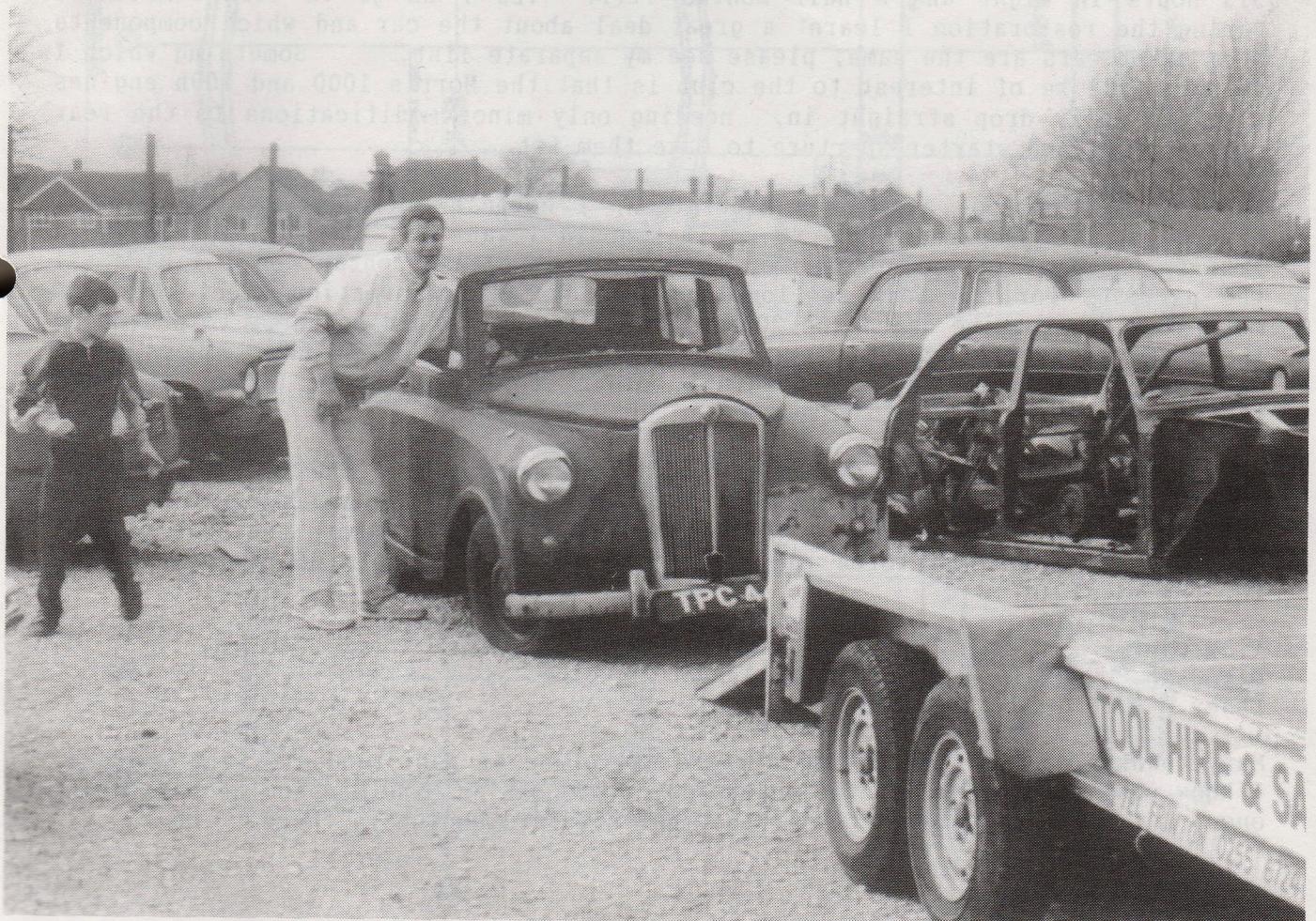
Surely this is a great incentive to all members with Flowers on the road, to attend the one meeting this club is all about. (apart from the spares service)

The national rally is to show fellow sufferers that against all odds we have a Flower up and running. It is a disappointment to put it mildly, that out of some 153 members only 13 Flowers attended the rally. The rally was held in an excellent position to attract many members from all over the Midlands and beyond, who for reasons unknown failed to turn up . Well you can only read about what you missed and hopefully you can enjoy it all at next years National.

Never have I seen so Many Mayflowers spares on sale either. I hope that John Popkiss and all the cars got safely home and, God willing I'll see you all next year.

Yours Sincerely

(still sufferin') Pete Smith.



Nick Carter's sorry looking Flower being collected

FLOWER POWER

LETTERS

Dear Mike - Having just recently finished the restoration of my mayflower I feel sure that both you and other club members would be interested to learn of my experiences.

My car is TDC44 which I purchased in March 1990, restoration commenced immediately and I consider myself very lucky in so much as a friend who is a farmer gave me the loan of a nissen hut and every thing therein, I was also trained as a pannelbeater and paint sprayer although I haven't done it for a living for 15 years, so both the tools and I were rather rusty.

The first weekend involved removing the running gear, interior and all the glass etc, the following weekend saw ten middle aged men pick up the car plant it on a mattress and turn it upside down in order to repair the underside, which was to say the least horrific. The front wells, sills, inner sills, rear of the chassis around the spring hangers and the rear box section around the petrol tank had all rotted away. I made up all new sections for the rotten areas and MIG welded them into position, the underside was then rustproofed, painted and the car returned to its upright position by the same merryband of middle aged men, a task which cost me several beers.

I was told by several of them during this operation that they thought I was quite mad and that I should stick with the company Sierra, I work incidentally as a rep; for a major tool and parts distributor. The next task was to strip all the paint from the body work and make door skins, door bottoms, outer sills, wing bottoms and wheel arches. The car was sprayed in July and was on the road in all its glory for mid November 1990, every hour spent has been logged and totalled 513 hours in eight and a half months !!!!! YES I do go to work sometimes. During the restoration I learnt a great deal about the car and which components from other cars are the same, please see my separate list. Something which I am sure will be of interest to the club is that the Morris 1000 and 109b engines will virtually drop straight in, needing only minor modifications to the rear engine plate and starter aperture to make them fit.

The engine mountings also need alteration, I haven't actually done this but I have an engine prepared ready to put in should I want to, if any members would like further information or use of the templates please contact me. I have all the patterns for the body sections and a technical information sheet from the motor trader magazine dated the 20th of June 1951. I would be happy to photocopy these if required, a copy is enclosed for the clubs use. If any members would like help in identifying the original colours for their cars, I can help with this along with supplying the paint.

To date I have attended some of the local rallies, where the car has aroused great interest and gained many admirers. My love of this model started many years ago when my father owned Flower No WEV930, I wonder where that car is now, I wish I could have restored that one. Enclosed are photo's of the restoration for the magazine.

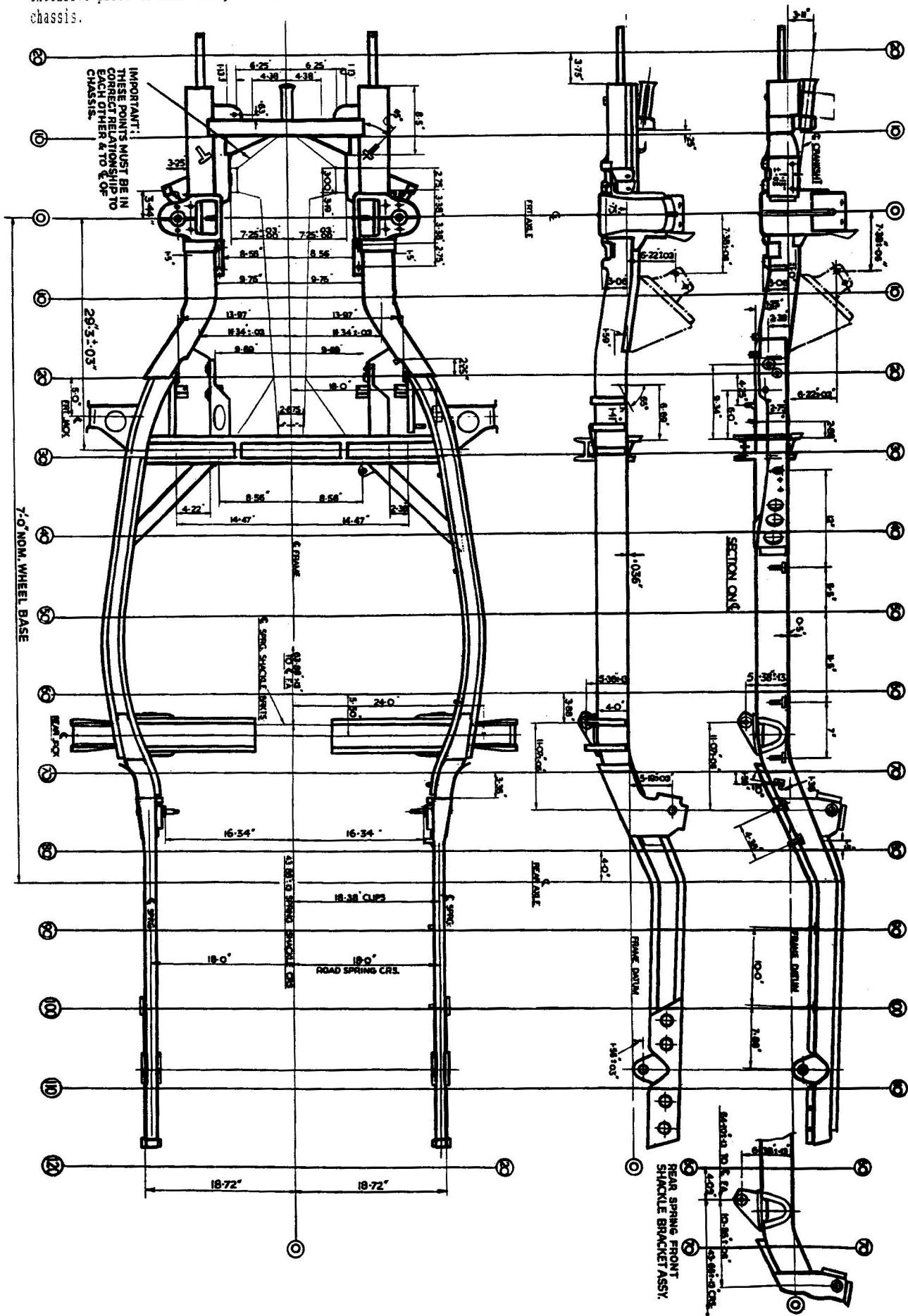
Nick Carter
Glendale. Main road. Gt Holland.
Essex. CO13-0JN.

.....
Many thanks for the interesting article and offer of assistance to club members, I know what you mean about the underside of the car as mine was in the same state once, but don't be tempted to put that non standard engine in there.. ED

FLOWER POWER

BODY SHOP

I recently received an enquiry relating to the repair of chassis members on the flowers mid-rift and how best to repair an extensive piece of rust damage to the same chassis member. In response the questions this issue contains dimensions of the chassis.



FLOWER POWER

SALES / WANTS

For Sale

1953 Mayflower ONN409 good condition with extensive service history.
MOT to June 1992 £2000 ono for full details contact

John Oglesby on 0302 - 772049 after 9pm.

For Sale

Mayflower body shell, mostly dismantled some interior trim could be used pattern for body panels. Local delivery can be arranged, but if you want to move over a distance a set of wheels will be required.

Contact = Malcolm Butt Member No538 Tel 0636-821513 eves or weekends.

For Sale

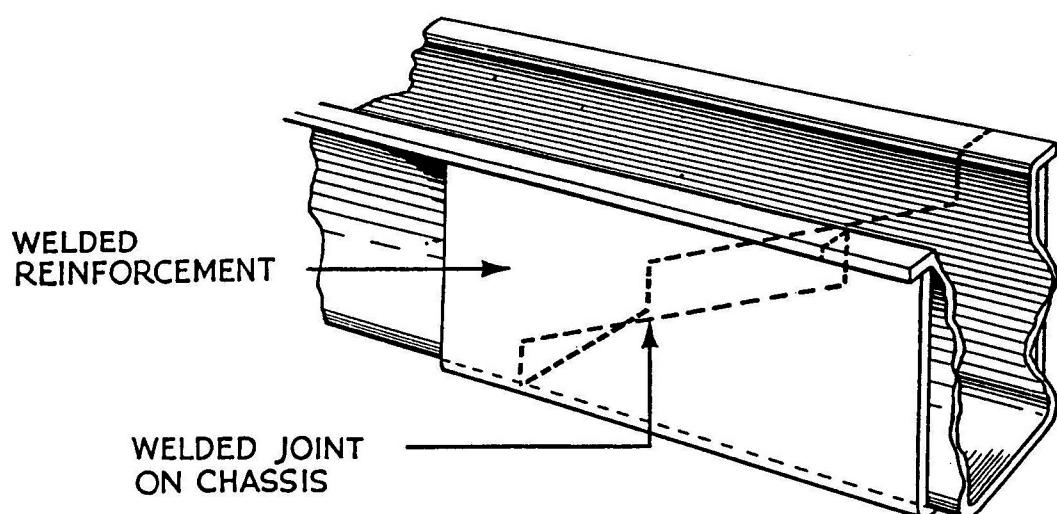
1953 Mayflower reg no = NV0839 complete but body starting to deteriorate, trafficators missing only. offers in region of £500.

Contact Mr Keeton, Birches Garage. South Wingfield, Derbyshire. Tel 0773 - 836631 or 832434.

For Sale

Mayflower rolling chassis, restoration has been started, good doors and wings, all glass etc. Sill not so good.
Interior with seats but condition only fair for sale as a job lot delivery can be arranged.

£50.00 Contact Dave Cousins Tel 0525-270-291



FLOWER POWER

TECH-TIPS

This issue's tech tips have been supplied by Nick Carter Member No 600 and catalogues a host of parts he has come across during his restoration which can be used on the Mayflower.

Wheel cylinders :	Morris 1000.
Wheel cylinder rubbers :	Morris 1000.
Brake shoes :	Morris 1000 Mintex MLR 4.
Clutch :	Bedford CA van. Borg & Beck HB 1313
Master cylinder :	Morris 1000.
Shock absorbers :	Bedford Monzof part No - 622080
Shock absorbers :	Bedford midi van. Monzof part No - 1041.
Starter bendix :	Leyland mini Lucas TLB.
Contact points :	Ford 100e Lucas DSB 112.
Distributor cap :	Ford 100e. (not quite the same but will fit)
Radiator hoses :	
by-pass hose :	Mini top hose QH RH595.
top/bottom hoses :	(must be cut to fit) QH RH1157.
Flexi brake pipes :	All Morris 1000
(support bracket may have to be modified. 2" closer to body)	
Pistons :	Appear to be identical to Morris 1000.
Inner door handles :	Ford 100e or 105e.
Window handles :	Ford 100e or 105e
Arm rests :	Wollesley 1500 or some Morris Oxfords.
External door handles :	Standard 8. Standard 10. or Pennant.
Boot handles :	pre 1974 Mini door handles.
Rear light lenses :	Morris 1000 traveller.
Rear bulb holders :	Morris 1000 traveller.
Front/rear light rubbers :	Morris 1000 traveller or mini trafficator.
Main lighting switch :	Ford 100e
(or the top of a Domestos bottle with a hole drilled for the key and painted Ivory looks quite authentic)	
Battery :	from a Lada !! (with screw tops)
Wiper motor :	Morris 1000 or Mini.
Speedo cable :	Morris 1000 (slightly shorter move from the battery carrier)
Accelerator cable :	Try cycle bowden its half the price of the normal proprietary type.
Engine mountings :	Morris 1000 or mini, but the base needs to be cut at 45 deg one inch from the end and another hole has to be drilled 3/8th further down.
No plate light :	Mini pre 1971/72.
Fan belt :	Edmunds walker EWB B33.

Thanks for the information Nick I am sure it will help our members ED.

BODY SHOP SUPPLEMENT

Fits into the Workshop Manual Ring Binder

Price £4.00 + Post & Packing

Available from the Spares Secretary

FLOWER POWER

For Sale

1953 Mayflower YMG356

Complete ground up re-build over past four years, rust removed and welding done all underside cleaned painted and rustproofed, all sections waxoiled. resprayed black, new carpets new door and window seals etc

New brakes and pipes, re-wired. Engine, steering, gearbox, axle and suspension all rebuilt. Re-chromed, interior refurbished, new control knobs, original radio, all period extras : eg spots, reversing lamp etc. New tyres, exhaust head lining and more.

Comes complete with a large selection of new spares and a spare engine, gearbox, glass and much more.

New house requires sale of car :: yours at a bargain price of £2250.00.

Contact Mike Hurst on 071-324-7892 Days or write to the editor.

For Sale

1953 Mayflower MOTd and taxed, in daily use.
reasonable condition £1300 ono.

Further details from James Robb. member no 679
Aberdeen 0358 - 23288.

FOR SALE

Ex member has for sale Mayflower with extensive
spares collection. Apply:

Chris Winters
84 Spencer Ave, Earlsdon
Coventry CV5 6NP
Tel: 0203 670487

OVERDUE SUBSCRIPTIONS

Members with the following numbers have subscriptions overdue: 26 42, 172, 309, 325, 343, 409, 450, 460, 464, 483, 505, 517, 519, 531, 547, 551, 560, 571, 573, 574, 578, 582, 585, 587, 592, 604, 605, 612, 613, 615, 616, 618, 621, 622, 624, 625, 626, 632, 634, 637, 638, 639, 641 and 651. No further magazines or spares service can be supplied until subs are paid. So please send today!

ANNUAL SUBSCRIPTION 1991/91

NAME..... **MEMBERSHIP NO.....**

ADDRESS.....

TOWN.....

COUNTRY..... **POST CODE.....**

CAR REG..... **DATE REGISTERED.....**

COMMISSION NO TT..... (L) DL ENGINE NO TT.....E

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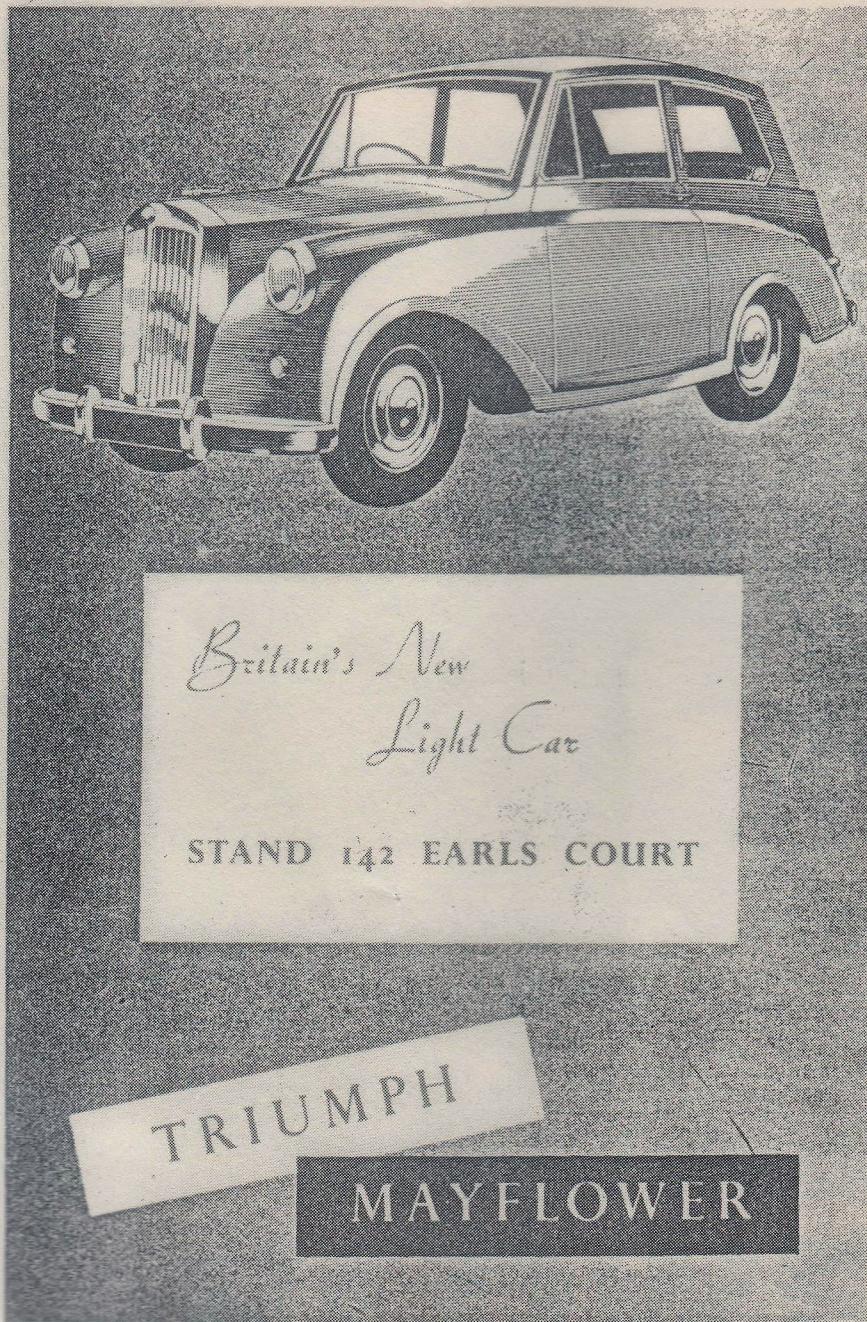
12 MANOR CLOSE, HOGHTON, PRESTON,

LANCS: PR5-OEN

FLOWER POWER

Picture Post, 1 October, 1949

Introducing . . .



An advertisement
which appeared in
the Picture Post
on October 1, 1949

Manufactured by THE TRIUMPH MOTOR CO. (1945) LTD., COVENTRY. A subsidiary of the Standard Motor Co. Ltd.
LONDON : 37, DAVIES ST., GROSVENOR SQUARE, W.1. TEL: MAY 5011

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